

California Energy Commission

STAFF REPORT

LOCALIZED HEALTH IMPACTS REPORT

Addendum 1 for a Project With a Location Change Awarded
Funding Through the Alternative and Renewable Fuel and
Vehicle Technology Program Project 600-14-004, Federal
Buildings Charging Network Project for the United States
General Services Administration

California Energy Commission

Edmund G. Brown Jr., Governor



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ADDENDUM 1

The *Localized Health Impacts (LHI) Report for Selected Projects Awarded Funding Through the Alternative and Renewable Fuel and Vehicle Technology Program Under Contract Agreement 600-14-004* was posted December 11, 2014 (CEC-600-2014-010).¹ This addendum uses the same approach to assess the localized health impacts for a project with location changes or added locations. The United States General Services Administration (GSA) has proposed six new replacement electric vehicle Level 2 (L2) charging station locations. The newly proposed locations are described in Table 1, along with environmental justice (EJ) indicators.² (See Appendix A.) Charger quantity and type for the new locations are identical to the original proposal.

Table 1: Original and New or Added Site Locations for General Service Administration Along With Environmental Justice Indicators

Original Site Locations	New Site Locations	EJ Indicator(s)
501 W. Ocean Boulevard Long Beach, CA 90800-4213	United States Naval Weapons Station 800 Seal Beach Boulevard Seal Beach, CA 90740	Age
N/A	350 W. First Street Los Angeles, CA 90012	Poverty and Minority
N/A	1999 4 th Street Norco, CA 92860	Minority

1 Brecht, Patrick, 2016. *Localized Health Impacts Report*. California Energy Commission, Fuels and Transportation Division. Publication Number: CEC-600-2014-010.

2 The EJ indicators follow: (i.) minority subset represents more than 30 percent of a given city's population (2010), (ii.) city's poverty exceeds California's poverty level of 15.8 percent (2012-2016), (iii.) city's unemployment rate exceeds California's unemployment rate of 4.2 percent as of April 2018, and (iv.) city's percentage of persons younger than 5 years of age or older than 65 years of age is 20 percent higher than California's average. For the entire state, the percentage of persons under the age of 5 years is 6.8 percent, and the percentage of persons over the age of 65 years is 11.4 percent.

Original Site Locations	New Site Locations	EJ Indicator(s)
N/A	1000 Commodore Drive San Bruno, CA 94066	None
N/A	405 Tecate Road Tecate, CA 91980	Minority
N/A	1323 Club Drive Vallejo, CA 94592	Poverty

Source: California Energy Commission staff

Air Quality and EJ Indicators

The newly proposed station locations (electric vehicle charging stations) are all in nonattainment zones for ozone, particulate matter (PM³) 2.5, and PM 10. If a project site is in a nonattainment zone and has more than one EJ indicator, as shown in Table 1, with detail in Table 2, it is considered a high-risk community, according to the Environmental Justice Screening Method.⁴ According to staff's assessment, Los Angeles is the only city considered a high-risk community. CalEnviroScreen⁵ indicates that 350 West First Street, Los Angeles, is considered a high-pollution, low-population area.

³ "Particulate matter" is unburned fuel particles that form smoke or soot and stick to lung tissue when inhaled. The numbers stand for microns in diameter.

⁴ California Air Resources Board (ARB), *Air Pollution and Environmental Justice, Integrating Indicators of Cumulative Impact and Socio-Economic Vulnerability Into Regulatory Decision-Making*, 2010. (Sacramento, California) Contract authors: Manuel Pastor Jr., Ph.D., Rachel Morello-Frosch, Ph.D., and James Sadd, Ph.D.

⁵ The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency, provides the Web-based CalEnviroScreen, which is a screening method that can be used to help identify California communities that are disproportionately burdened by sources of pollution.

Table 2: Environmental Justice (EJ) Indicators Compared With California

The yellow highlighted area indicates numbers (%) that meet the definition for EJ indicators
 An asterisk may signify a default to county demographics and/or labor information.

	Below Poverty Level (2012-2016)	Black Persons (2010)	American Indian and/or Alaska Native (2010)	Asian and/or Pacific Islander (2010)	Persons of Hispanic or Latino Origin (2010)	Persons Under 5 Years of Age (2010)	Persons Over 65 Years of Age (2010)	Unemployment (April 2018)
California	15.8%	6.2%	1.0%	13.0%	37.6%	6.8%	11.4%	4.2%
EJ Indicator Threshold	>15.8%	>30%	>30%	>30%	>30%	>8.16%	>13.8%	>4.2%
Los Angeles	21.5%	9.6%	0.7%	11.3%	48.5%	6.6%	4.4%	4.1%
Norco	7.9%	7.0%	0.9%	3.1%	31.1%	4.5%	4.6%	3.2%
San Bruno	5.8%	2.3%	0.6%	25.4%	29.2%	6.0%	12.7%	2.0%
Seal Beach	8.0%	1.2%	0.3%	9.6%	9.6%	3.2%	14.4%	3.1%
Tecate*	14.0%	5.1%	0.9%	10.9%	32.0%	6.6%	11.4%	2.9%
Vallejo	16.9%	22.1%	0.7%	24.9%	22.6%	6.5%	7.0%	3.9%

Sources: Unemployment information from the State of California, Employee Development Department Labor Market Information Div.: <http://www.labormarketinfo.edd.ca.gov/data/unemployment-and-labor-force.html#Tool>. U.S. Census Bureau, <http://www.census.gov/quickfacts/table/PST045215/0664000.06.00>, and http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml.

Location Analysis and Community Impacts

The proposed station locations were assessed according to the original LHI. The environmental justice indicators are comparable to those for the original set of station locations. The charger quantity and type are also comparable, and the anticipated impact to the communities where the electric vehicle charging stations will be located remains positive in terms of cleaner air and anticipated greenhouse gas reductions.

APPENDIX A:

Localized Health Impact Report Assessment Method

This LHI Report assesses the potential impacts to communities because of the projects proposed by the ARFVTP. This report is prepared under the *California Code of Regulations, Title 13, Motor Vehicles, Chapter 8.1 (CCR § 2343)*:

(6) Localized health impacts must be considered when selecting projects for funding. The funding agency must consider environmental justice consistent with state law and complete the following:

(A) For each fiscal year, the funding agency must publish a staff report for review and comment by the public at least 30 calendar days prior to approval of projects. The report must analyze the aggregate locations of the funded projects, analyze the impacts in communities with the most significant exposure to air contaminants or localized air contaminants, or both, including, but not limited to, communities of minority populations or low-income populations, and identify agency outreach to community groups and other affected stakeholders.

(B) Projects must be selected and approved for funding in a publicly noticed meeting.

This LHI Report is not intended to be a detailed environmental health impact analysis of proposed projects nor is it intended to substitute for the environmental review conducted during the California Environmental Quality Act (CEQA) review. This LHI Report includes staff's application of the Environmental Justice Screening Method (EJSM) to identify projects located in areas with social vulnerability indicators and the greatest exposure to air pollution and associated health risks.⁶

The EJSM was developed to identify low-income communities highly affected by air pollution for assessing the impacts of climate change regulations, specifically Assembly Bill 32 (Núñez, Chapter 488, Statutes of 2006), the California Global Warming Solutions Act of 2006. The EJSM integrates data on (1) exposure to air pollution, (2) cancer risk, (3) ozone concentration, (4) frequency of high ozone days, (5) race/ethnicity, (6) poverty level, (7) home ownership, (8) median household value, (9) educational attainment, and (10) sensitive populations (populations under 5 years of age or over 65 years of age).

⁶ California Air Resources Board (ARB). *Air Pollution and Environmental Justice, Integrating Indicators of Cumulative Impact and Socio-Economic Vulnerability Into Regulatory Decision-Making*, 2010. (Sacramento, California) Contract authors: Manuel Pastor Jr., Ph.D., Rachel Morello-Frosch, Ph.D., and James Sadd, Ph.D.

To determine high-risk communities, environmental justice (EJ) indicators for locations of the electric vehicle charging stations are compared to data from the U.S. Census Bureau or other public agency. Staff identifies high-risk communities by using a two-part standard. For a community to be considered high-risk for this assessment, it must meet both Parts 1 and 2 of this standard.

Part 1:

- Communities located in nonattainment air basins for ozone, PM 2.5, or PM 10

Part 2:

- Communities having more than one of the following EJ indicators: (1) minority, (2) poverty, (3) unemployment, and (4) high percentage of population under 5 years of age and over 65 years of age. The EJ indicators follow:
 - A minority subset represents more than 30 percent of a given city's population.
 - A city's poverty level exceeds California's poverty level.
 - A city's unemployment rate exceeds California's unemployment rate.
 - The percentage of people living in that city are younger than 5 years of age or older than 65 years of age is 20 percent higher than the average percentage of persons under 5 years of age or over 65 years of age for all of California.